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WE HAVE A NEW LINE OF UP-TO-DATE

BUGGIES—Ball-bearing, with pneumatic tire, or Long Distance, with cushion tire.
SURREYS—Canopy extension top, rubber of steel tire; cut-under or straight sill.
PHATTONS—Three or two spring; rubber or steel tire, canopy or falling top.
TRAPS—Single or adjustable; two or four passenger; open or canopy top.

For Business

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BUGGIES—Rubber or steel tire; canopy or falling top; side bar or elliptic spring.
RUNABOUTS—Canopy or falling top; patent spring; Happy Thought gear.
BRAKES—With or without tops; anti-horse motion; steel or rubber tires.
CARTS—Single and two passenger, speeding carts.

Also a Full Line of

Single and double **HARNESS**, buggy and hack **LAMPS**, **WHIPS**, **ROBES**, **RUGS**, **SUNSHADES**, **DUSTERS**, etc.
RUBBER TIRES—We are prepared to put on new channels and rubbers, or to re-rubber old channels.

Pacific Vehicle & Supply Company LIMITED.

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BERETANIA STREET.

DON'T FORGET

that when ordering **POMMERY CHAMPAGNE** you are being served with a superior article at the same cost as other champagnes, for notwithstanding **POMMERY** is sold at a higher figure per case than other wines, it is generally retailed at the same price.

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Last night when stillness reigned supreme Along the shore and in the stream, And crews lounged forward on their ships

With ancient pipes between their lips, And skippers aft enjoyed their rest— Then was the harbor at its best. 'Twas at the time of set of sun, After the long day's work was done, Big ships lay idle in the stream Kissed by the dying day's last gleam. While numerous craft along the shore, The splendor of the sunset bore. Calm as a Sabbath evening hour, Hushed for the day each noisy power; Smooth as a mirror the mystic sea, Grand in its dread eternity.

It seemed that the soul of the busy day Wrapped in a rainbow mantle lay. Countless cloud-forms flecked the sky, Like passing thoughts they floated by. The lonely watchmen on the shore Feasted their eyes in reverent awe; While the songs of the sailors, happy at ease, Were borne o'er the harbor on every breeze. Crimson and purple and sapphire and gold And the tenderest greens that the skies ever hold— In colors commingled, a smile and a frown, Such was the scene when the sun went down. 'Tis a saying that glory preceding the night Is a sure sign of fortune when the next day shows light.

SOLACE GETS AWAY.

The United States Navy Transport Solace sailed for San Francisco yesterday morning with H. M. Sewall as a passenger from Honolulu. Berger's band, always on hand on such occasions, serenaded the officers and men of the Solace for nearly two hours before her departure. The Solace returns in a short time and will carry Captain J. T. Merry, the commander of the United States naval station here, to Guam.

THE ALICE COOKE.

Before long the schooner Alice Cooke, now at the foot of Allen street, will commence discharging her cargo of lumber. It is understood that Captain Penhallow will not take on sugar here but will sail for the Sound in ballast to get another load of lumber.

THE DUNREGGAN CASE.

Commissioner Robinson, who has been busily engaged for the last week on the case of the towboat Fearless against the British bark Dunreggan, Captain Dixon, says that he is just finishing up the testimony of the claimant and that it will take another week to complete the work. He will then submit the evidence, without any opinion, to the court and the case will be argued on its merits. The claim is for \$20,000.

WHY IS WATER BLUE?

This question may seem to some readers absurd, yet its answer is still, to some extent, in doubt. The received opinion has been that water is not of a blue color in itself, but appears so on account of fine suspended dust that catches and reflects the blue rays just as the particles of smoke do when it is very thin and fine. On the other hand, the experiments of Professor Spring, the Belgian physicist, seem to indicate that the water itself has really an azure tint. Says the American Chemical Journal, in a discussion of Spring's work:

"Earlier experiments of Spring led him to the conclusion that the water itself was blue, and that the fine particles which it holds in suspension, while contributing very much to its illumination, exert no appreciable influence on the intensity of the blue color. Soret had previously, in 1869, expressed this same opinion. As neither the work of Soret nor that of Spring appears to have convinced every one, Spring has again taken up the subject. With the object of determining experimentally the optical properties of the particles in clear waters, parallel rays from a powerful electric light were passed through (1) distilled water, (2) the drinking water of Liege, and (3) rain-water that had been allowed to stand. In all cases the presence of particles became apparent, the clearest being the drinking water. There was no evidence of a blue water."

Further experiment, however, furnished the desired evidence. Light of different colors was allowed to pass through the water, with the following results: "These experiments show that the particles, to which clear water, distilled or natural, owes its illumination, have the power to reflect the red, the yellow, and the green waves, and that they can not, therefore, be the cause of the blue color of water. Reflecting with equal facility waves of all lengths, they return the sunlight to us without chromatic change. The author concludes that water is blue itself, and that the particles which it holds in suspension are the principal cause of its illumination. According to their nature, they determine also the modification of the color of the water, and produce greenish tones when they do not destroy all the natural color."

GENERAL SHIPPING.

Capt. E. A. Williams of the William G. Irwin, for twenty-two years master of Honolulu sugar vessels, has retired to his ranch for a short time, and will devote his time to raising silk worms to make balloons to run an aerial packet line 'Frisco and Kiondike.—Cape Nome News.

SAN FRANCISCO, August 29.—The transport Rosecrans is expected to sail Thursday with two light batteries. The transport Westminster, which arrived from Manila Sunday night, will go on the Union Iron Works dry dock today, and upon coming off will be loaded with commissary supplies and dispatched again for Manila. The steamer Thyra, Captain Edvardsen, finished discharging her Oriental cargo yesterday and sailed at noon for Portland, where she will load commissary stores for China and the Philippines. SAN FRANCISCO, August 29.—The Union Iron Works yesterday libeled the

British steamer Belgian King for \$12,416.66. Of the total amount, \$7,446.66 is for material and labor for the repairing the steamer after her collision with the Tellus, \$4,223.35 for dockage, and the remainder for costs.

SAN FRANCISCO, August 25.—It was supposed that the Mariposa would be laid up on her arrival this trip, to be succeeded on the run by the new steamer Sierra, but the detention of the latter vessel on the eastern coast in order to have additional improvements placed in her makes it impossible for her to reach the Coast in time to relieve the Mariposa, which will make another voyage to Australia. Later, however, the Mariposa or the Alameda will be placed on the new Tahiti route. The Mariposa is bringing a large number of passengers from Honolulu, among whom is Capt. W. R. Burnham, manager of the American-Hawaiian Steamship Company.

SAN FRANCISCO, August 28.—The Samoa, the first of the transports that have been chartered by the German Government to carry horses, mules and supplies from this port to China, will be due about next Saturday. The Samoa is of large tonnage, as are the other three already chartered. The Alicia will be due on September 15th, the Nürnberg on September 20th, and the Kosmos on September 30th. In addition to general supplies and fodder the four transports will take 2,500 horses and 600 mules for the German army in China. Grace & Co., who represent the German Government in the chartering of the vessels, yesterday stated that negotiations had been entered into for the steamer Tams, now in port, but that other arrangements had finally been made. As the Kosmos steamers fly the German flag, any of the vessels upon arrival here could, if needed badly, be taken by the German Government for transport service.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 5.
 U. S. A. T. Belgian King, Weiss, San Francisco, September 6.

MERCHANTMEN.

(This list does not include coasters.)
 Alice E. Cooke, Am. schr., Penhallow, Port Gamble, August 24.
 Albert, Am. bk., Griffiths, San Francisco, August 10.
 Andrew Welch, Am. bk., Drew, San Francisco, August 14.
 Archer, Am. bk., Calhoun, San Francisco, August 21.
 Carvedd Llewellyn, Br. ship, Griffith, Hamburg, August 23 (for Seattle).
 C. D. Bryant, Am. bk., Colley, San Francisco, August 23.
 Challenger, Am. sp., Gould, New York, September 1.
 Dunreggan, Br. bk., Dixon, London, August 8.
 Dechmont, Br. sp., Alston, Newcastle, August 10.
 E. B. Sutton, Am. sp., Carver, San Francisco, July 28.
 Esther Buhne, Am. schr., Salvesen, Eureka, August 26.
 Enterprise, Am. schr., San Francisco, August 26.
 F. S. Redfield, Am. schr., Jorgenson, Port Gamble, August 18.
 Firenze, Am. sp., Ryder, Tacoma, August 25.
 Invincible, Am. sp., Mackenzie, Newcastle, August 24.
 J. B. Brown, Am. sp., Knight, Newcastle, August 14.
 John Currier, Am. sp., Lawrence, Tacoma, August 25.
 J. M. Weatherwax, Am. schr., Sorensen, Eureka, August 31.
 Kilmorey, Br. sp., Carrance, Liverpool, Eng., August 7.
 Philadelphia, Ger. sp., Wachter, Gestamünde, August 4.
 Sebastian Bach, Br. bk., Nagasaki, February 17.
 St. Katherine, Am. bk., Saunders, San Francisco, July 12.
 Standard, Am. sp., Getchell, Tacoma, August 18.
 S. C. Allen, Am. bk., Johnson, San Francisco, September 4.

VESSELS EXPECTED.

Vessel. From.
 Mary Winkelman, Am. bkt. Gray's Harbor
 Energia, Br. stmr., Hongkong
 Helen Brewer, Haw. sp., New York
 Henry Failing, Am. sp., New York
 A. J. Fuller, Am. sp., Nagasaki
 Hayden Brown, Am. bk., Newcastle
 Lyndell D. Foster, Am. schr., Newcastle
 John C. Potter, Am. sp., Newcastle
 Robert Searles, Am. sch., Newcastle
 Europa, Haw. ship, Newcastle
 Star of Russia, Haw. ship, Newcastle
 Wachusett, Am. sp., Newcastle
 Perseverance, Br. sp., Newcastle
 Abby Palmer, Am. bk., Newcastle
 King Cyrus, Am. sch., Newcastle
 Yosemite, Am. sp., Newcastle
 Prince Albert, Nor. sp., Newcastle
 Prince Victor, Nor. sp., Newcastle
 Clan Macpherson, Br. sh., Newcastle
 Anconia, Br. sh., Newcastle
 Fantasia, Nor. bk., Newcastle
 Invincible, Am. sh., Newcastle
 Storm, Nor. bk., Newcastle
 Lyndell, Am. bk., Newcastle
 Drumburton, Br. sh., Newcastle
 Fresno, Am. bk., Newcastle
 Alex. McNeil, Am. bk., Newcastle
 Golden Shore, Am. sh., Newcastle
 Dominion, Br. bk., Newcastle
 James Nesmith, Am. sh., Newcastle
 Balkamah, Br. sh., Newcastle
 Adderly, Br. bk., Newcastle
 Cheballa, Am. bk., Newcastle
 Roland, Ger. sh., Newcastle
 Irby, Br. sh., Newcastle
 Mary A. Troop, Br. bk., Newcastle
 Snow and Burgess, Am. bk., Newcastle
 Benmore, Nor. bk., Newcastle
 Lady Palmerston, Nor. bk., Newcastle
 Marion Lightbody, Br. sh., Newcastle
 Ventura, Br. bk., Antwerp
 Yola, Br. sp., London

Notice to Shipmasters.

U. S. Branch Hydrographic Office, San Francisco, Cal.
 By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean, and the latest information regarding the danger to navigation in the waters which they frequent.
 Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific. C. G. CALKINS, Lieut.-Comdr., U. S. N., in Charge.



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We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to \$3.00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while out present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

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Removal Sale!

OUR ENTIRE STOCK OF JEWELRY, silver and silver plated ware, clocks, watches and spectacles, will be offered for the next thirty days at GREATLY REDUCED PRICES.

The Store we now occupy is to be rebuilt, so the stock must go.

Positively no goods charged during the sale.

All accounts must be closed up by the 10th of September.

MANUFACTURING and REPAIR departments going in full blast as usual.

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